

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 13-14, 2006

Reference No.: 4.5  
Action Item

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Subject: **ADOPTION OF THE 2006 STIP FUND ESTIMATE AUGMENTATION  
RESOLUTION G-06-**

## **RECOMMENDATION:**

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve the attached resolution adopting the 2006 State Transportation Improvement Program (STIP) Fund Estimate Augmentation.

## **ISSUE:**

The passage of Proposition 1B: The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Act), at the November 2006 General elections, necessitated an augmentation to the adopted 2006 Fund Estimate to account for the new STIP funds provided by the Act. The Department presented a Draft 2006 STIP Fund Estimate Augmentation at the November 2006 Commission meeting.

## **BACKGROUND:**

The purpose of the Fund Estimate is to provide an estimate of all federal and State funds reasonably expected to be available for programming in the subsequent STIP. The Commission adopted the 2006 STIP Fund Estimate on September 29, 2005, as required under Government Code Sections 14524 and 14525.

The results of the 2006 STIP Fund Estimate Augmentation are displayed in the attached document. Additional details will be presented at the December 2006 Commission meeting.

Attachments

## Attachment A

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Act) authorizes \$19.925 billion in general obligation bonds for transportation, of which \$2 billion will be available for STIP and \$750 million for SHOPP. An augmented 2006 State Transportation Improvement Program (STIP) Fund Estimate (FE) was prepared to identify the additional program capacity resulting from the Act, as well as significant changes in revenues that occurred after the 2006 STIP FE was adopted in September 2005.

The results of the augmentation displayed below represent a net change in program capacity of \$1.996 billion over the six-year total from the 2006 STIP FE. The additional STIP program capacity is primarily attributed to new funding for the Transportation Facilities Account (TFA), and revised revenue estimates for the Public Transportation Account (PTA).

In addition, the repayment to the Transportation Deferred Investment Fund (TDIF) was advanced to 2006-07 from later years and includes additional interest. Also, at the request of Commission staff, Tribal Gaming revenues are displayed cash flows to the State Highway Account (SHA) and PTA (as opposed to Tribal Gaming bond proceeds).

### 2006 STIP Fund Estimate Augmentation (\$ Millions)

#### Net Change from the 2006 STIP FE

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	5-Year Total	6-Year Total
Public Transportation Account	\$0	\$160	\$0	\$132	(\$20)	\$5	\$277	\$277
Transportation Investment Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Deferred Investment Fund	\$0	\$440	(\$226)	(\$191)	\$0	\$0	\$23	\$23
Tribal Gaming Capacity:								
State Highway Account	(\$314)	\$100	\$100	\$100	\$24	\$0	\$324	\$10
Public Transportation Account	(\$123)	\$0	\$0	(\$152)	\$0	\$0	(\$152)	(\$275)
Transportation Facilities Account	\$0	\$0	\$1,960	\$0	\$0	\$0	\$1,960	\$1,960
<b>Additional Program Capacity</b>	<b>(\$437)</b>	<b>\$700</b>	<b>\$1,834</b>	<b>(\$111)</b>	<b>\$4</b>	<b>\$5</b>	<b>\$2,432</b>	<b>\$1,996</b>
<b>Cumulative Program Capacity</b>	<b>(\$437)</b>	<b>\$264</b>	<b>\$2,098</b>	<b>\$1,987</b>	<b>\$1,991</b>	<b>\$1,996</b>		

#### Additional SHOPP Program Capacity

	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	5-Year Total	6-Year Total
Highway Safety, Rehabilitation, and Preservation Account:								
General SHOPP	\$0	\$0	\$490	\$0	\$0	\$0	\$490	\$490
Traffic Light Synchronization Projects	\$0	\$0	\$245	\$0	\$0	\$0	\$245	\$245
<b>Additional SHOPP Program Capacity</b>	<b>\$0</b>	<b>\$0</b>	<b>\$735</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$735</b>	<b>\$735</b>

#### Notes:

- Tribal Gaming capacity is displayed separately as cash payments from Tribal Gaming revenues. Statutes require full repayment to the SHA and the Traffic Congestion Relief Fund (TCRF) before repayment to the PTA. The negative balances in 2005-06 and 2008-09 reflect that Tribal Gaming bonds were not issued in 2005-06 and that the 2008-09 repayment assumption would not occur.
- Except for the Tribal Gaming loan repayment, the SHA FE was not revised since there were no other significant changes to the overall program capacity from the 2006 STIP FE.
- TFA capacity and Highway Safety, Rehabilitation, and Preservation Account (HSRPA) capacity represent totals excluding estimated bond issuance and administrative costs.

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Adoption of the 2006 Fund Estimate Augmentation**

**Resolution G-06-\_\_**

- 1.1. WHEREAS, Government Code Sections 14524 and 14525 require the Department of Transportation (Department) to present and the California Transportation Commission (Commission) to adopt a biennial State Transportation Improvement Program (STIP) Fund Estimate to include and estimate all State and federal funds reasonably expected to be available for the biennial STIP, including the amount that may be programmed in each county for regional improvement programs; and
- 1.2. WHEREAS, on September 29, 2005, the Commission adopted the 2006 STIP Fund Estimate; and
- 1.3. WHEREAS, on November 7, 2006, the people of the State of California, by majority vote, enacted Proposition 1B: The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; and
- 1.4. WHEREAS, The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 provides bond funding for STIP projects; and
- 1.5. WHEREAS, on November 8, 2006 the Department presented the Draft 2006 STIP Fund Estimate Augmentation, developed in consultation with Commission staff; and
- 1.6. WHEREAS, on December 13, 2006, the Department presented to the Commission the 2006 STIP Fund Estimate Augmentation, which included estimates of additional programming capacity for the Fund Estimate made available from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.
- 2.1. NOW THEREFORE BE IT RESOLVED that the Commission does hereby adopt the 2006 STIP Fund Estimate Augmentation; and
- 2.2. BE IT FUTURE RESOLVED that the Commission requests that the Department, in cooperation with Commission staff, distribute copies of the 2006 STIP Fund Estimate Augmentation, including estimates of county and interregional shares, to each regional agency and county transportation commission.